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2. The attached report on Vnukovo airfield and civil aviation in Poland is being sent to you for retention in the belief that it may be of interest.

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STAY IN MOSCOW

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OUR SCHOOLING

We were lectured on organization of repair bases and the repair base in Wnukowo, the construction of airplane, all instruments, motors, galvanism, calculations, hygiene, security in work, collective security, etc. Following this everyone had to take courses in theory as well as practice.

The lecturers were:

Engineer MEIER - chief of the technical and calculations bureau,  
son of a German emigrant (Jew).

Engineer ACHRYMOWICZ (woman) - specialist in motor accessories, that is  
all pumps, etc. Her mother was a Pole from Siberia.

Engineer BEILINOWICZ - motor specialist (Jew) from Ukraine.

Engineer Colonel JAKOWLENKO - instrument specialist (Ukrainian)  
formerly lecturer.

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The purpose of our trip was to become acquainted with new equipment, that is the airplane IL-12, as well as its parts, and to become acquainted with methods of repair (overhaul) in order to make it possible to establish in Warsaw (Okecie airfield) a similar repair base where specialized repair (overhaul) work had not been carried on. The reason for this was that it was not possible to obtain overhaul (repair) instructions in Poland. For the most part the equipment was Russian and therefore any instructions were given in the greatest of secrecy.

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SCHOOLING IN ARB-400 BASE*Attachment*

Groups of technicians and various types of specialists as well as military airplane technicians were arriving at the base for practical and theoretical schooling.

During the period of my stay there arrived for schooling a group of 12 technicians from Siberian bases, some 50 military airplane technical students, and our group of 4 persons, that is:

Electrical engineer, our chief  
Airplane body technician  
Engine specialist  
Instrument specialist

Just before our departure there were 3 Czechs in training:

Electrical-instrument engineer  
Engine engineer  
Airplane

Between the Czechs who were undergoing training and the overhaul base in Wnukow there was cooperation and the exchange of information for improved organization of work, or improved methods for more rapid and better repairs. This information was noted for use in Czech bases.

We were to do the same.

To Warsaw was scheduled to come the chief of the technical and calculation bureau with the purpose of organizing our overhaul base. This official did not arrive but the organization P.L.L. "Lot" was changed.

Until March 1951 "Lot" was one institution, but in March it was made into two separate institutions.

W.O.S. - Wydział Obsługi Samolotów (Airplane Servicing Section)  
Baza Remontowa (Overhaul or Repair Base)

These two institutions were under one authority.

Recently after Russian military experts visited the higher ranking officers at Okecie, several specialists left in great secrecy for Mielec; among them was MOWCZAN, Wladyslaw and WIACEK, Tadeusz who was to take up a controlling position; in view of this, I believe that the main overhaul (repair) base is to be situated in Mielec and not in Okecie.

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AIRCRAFT OVERHAUL BASE ARB-400 WITH THE MAIN AIRFIELD IN WNUKOWO

The overhaul (repair) base in Wnukowo is one of several bases located on Russian territory but differs from the others in that it is the main as well as an experimental base.

It is an experimental base because it is there that are made the most important repairs of ASZ-82 motors which power the IL-12, and its accessories, as well as other elements of the plane such as instruments and radio equipment.

Complete overhauls, including the work on the body of the plane, were not made during the time I was there since the airplane, being a new type, had not at that time flown the 1,000 hours which would call for overhauling. At times there were airplanes of this type which had flown the limit of hours but these planes were worked on by engineers and technicians who were specifically assigned to this type of airplane; they also gave an estimate of the costs involved.

This base operated both under the annual as well as the monthly plan; this was necessary because of the labor competition with the other bases.

This situation called for an exact accounting of hours worked, materials expended, etc.

Certain funds were allotted to the base to cover the costs of operation and these funds were to be accounted for in the fulfillment of the plan.

In the event that expenses were in excess of the limits set, or that more than the allotted hours were used, the base was forced to alter the plan set for it by the use of an excellent excuse. In the event that the explanation were not valid, the result was a drop in the percentage rating for the base in its competition with other bases.

The chief aim of such a base was to complete the plan as rapidly as possible and then to exceed the plan with the time saved.

All sections of a given base operated in this manner as did all the workers.

In the majority of cases they used the same system of salaries which was used to compensate the intellectual worker, so that I found it easy to fulfill the norm which had been set.

This can be called a socialist exploitation of man by man.

With the money saved in the course of a year the base had the right to install new equipment, to afford ~~it~~ to expand the money

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for another important reason which would increase production or effect savings.

THE IL-12 AIRPLANE

This airplane is one of the most solidly built planes that I am familiar with. I'm thinking of the clear lines and good taste in construction. Of course, with the exception of certain equipment and motors, everything was copied from American production. There are certain arrangements, mainly equipment, entirely similar to the American, only with different symbols and numbers and, of course, one can recognize their products.

The airplanes are constantly being modified, for instance, our five planes which we got in July 1949 were remodeled in January of 1951 in Russia. Russian crews flew in for them.

Twenty-eight - four seats were removed, namely one entire row, while from the right side four gas tanks were removed (there were ten), the propellers were changed and replaced with those supplied with counter weights and other equipment which regulated revolutions (pitch), also certain pilot's instruments were changed. After modification and generally after 500 hours in the air the airframe showed cracks in places where the ailerons were fastened. This occurred as early as March 1951. The planes were not certified by our civilian air inspectors until the arrival of Russian experts who patched up and reinforced the cracks with tin and the planes are used in this manner.

The motors of the ASZ-82 have 400 hours of work before overhaul. The overhaul base at Wnukowo got to the point where an overhauled engine could work an additional 500 hours if they utilized a chrome polish on the cylinders composed of appropriately prepared chrome (improved pressure). It appears that in the near future the new motors that will be assembled will contain chrome plated cylinders which they hope will give 600 hours for each motor before the first overhaul.

That is not their idea because some American motors, probably a military plane, "Prat" (note: this is probably a Pratt & Whitney) had chrome plated cylinders.

In the near future they are to have electro-starters, up to this time they use compressed air.

This air system is not convenient and is impractical, especially in the winter, but is good for various Sabotage Methods. For instance, in Warsaw at Okecie, one IL-12 burned because instead of compressed air, the

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bottle was filled with oxygen, which, as soon as it touched the oil, started an explosion and fire. It was found later that other IL-12's also had their bottles filled with oxygen. In addition, all planes at Okcie at this time were filled with oxygen.

Too bad only one burned.

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KEY TO MAP

1. Airport
2. Hangars and Overhaul Shops.
3. Room for the Compressor.
4. Overhaul Shops for Motors and Miscellaneous.
5. Handy Magazine of Combustible Materials.
6. Overhaul Shops for Cylinders and Galvanization.
7. Saw-mill or Some Other Old Factory.
8. Firehouse.
9. Guardhouse for Airport and Surrounding Area.
10. Radio Shops.
11. Gasoline Area.
12. Aircrew Quarters for Civilian Air Personnel.
13. Boardinghouse.
14. Store for Electrical and Radio Equipment.
15. Flight Personnel Quarters.
16. Recreation Field.
17. Army Building (Infantry)
18. Barracks.
19. Concrete Apron.
20. Grass
21. Motor-testing Shop.
22. Central Power-House.
23. Restaurant.
24. New Buildings, Hangars for the Overhaul Base.

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